(b) The Commissioner of Railway Safety, Western Circle, who conducted the inquiry has attributed the accident to—

(i) instability caused by the eccentric loading of passengers on the roof and on the right side footboards of narrow gauge coaches; and

(ii) excessive speed on curve.

Payment of Rs. 7.60,000/- as compensation was made on 15.4.91 in 6 death and 4 injury cases and payment of Rs. 7 lakhs is being arranged in 7 death cases during this month.

(c) Yes, Sir. 83 applications for compensation are pending adjudication by the Railway Claims Tribunal/ Bhopal.

(d) As soon as the decress are received from Railway Claims Tribunal, Bhopal.

[English]

Supply of LPG to Tamil Nadu

4693. SHRI K. THULASIAH VANDAYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of LPG being supplied to consumers in Tami Nadu both for domestic and commercial purposes;

(b) whether the Government propose to increase the allocating of LPG to Tamil Nadu·

(c) if so, the details thereof and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHAN KUMAR): (a) The packed domestic and non-domestic (commercial and industrial) LPG supplied to the consumers in Tamil Nadu during 1990-91 was around 191.5 TMT Besides, about 12.4 TMT LPG was supplied to bulk consumers in Tamil Nadu during 1990-91.

(b) to (d) The LPG demand of any particular State in the country is estimated on the basis of demand of existing customers in that State and the new consumers likely to be enrolled in a particular year which depends on the estimated availability of LPG during the year

[Translation]

Capacity Utilisation of Airlines

4694. PROF. RASA SINGH RAWAT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total capacity of the Indian Airlines and the Vayudoot used for domestic service during the last two years;

(b) the capacity utilised for main routes and service starting from Metropolitan cities, route and service-wise;

(c) whether the fare structure of the Indian Airlines and the Vayudoot services for all places is uniform;

(d) the extent to which the fare of these services is likely to be increased as a result of proposed hike in the prices of aviation fuel and petroleum products;

(e) whether the fare for these services is fixed on the basis of distance or service route; and

(f) the details of various additional charges imposed on the fare at present?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) The total capacity provided by Indian Airlines and Vayudoot during 1989-90 and 1990-91 are as follows :—

(Available Seat Kilometres)

	1989-90	1990-91
Indian Airlines	10658 million	8589 million
Vayudoot	3559 lakh	3055 lakh

(b) The capacity utilised by Indian Airlines and Vayudoot for main routes and services starting from metropolitan cities is given in the attached Statement I and II respectively

(c) The fares of Indian Airlines and Vayudoot are generally the same on the commonly operated sectors.

(d) Indian Airlines have worked out various options for meeting the impact of the increase in the price of Aviation Turbine Fuel and exchange rate adjustments one of which is the revision of fares. No decision has so far been taken in this matter.

(e) Fare structure of Indian Airlines is based on the routes of services. In the case of Vayudoot, fares on sectors/routes are fixed with reference to the distance involved and the taper applicable therefor

(f) In addition to the fare accruing to the airlines, the following charges are presently levied on domestic travel :—

(1) Passenger Service Fee of Rs. 10/- per passenger

(2) Inland Air Travel Tax at 15% of the total fare

STATEMENT-I

Capacity utilisation on main routes and services starting from metropolitan cities during 1989-90 and 1990-91 by Indian Airlines.

(Seat Factor %)

S. No.	Flight No.	Route	1989-90	1990-91
1	2	3	4	5
1.	IC-103/104	Bombay-Ahmedabad	91.59	86.8
2.	105/106	Bombay-Bangalore	88.0	88.4
3.	107/108	Bombay-Bangalore	80.7	89.1
4.	113/114	Bombay-Ahmedabad	91 6	89.6
5.	117/118	Bombay-Hyderabad	76.9	79.5
6.	119/120	Bombay-Hyderabad	58.0	89.9
7.	149/150	Bombay-Madras	87.4	91.1
8.	151/152	Bombay-Bangalore	83.4	81.2

1	2	3	4	5
9.	IC-159/160	Bombay-Bangalore	90.7	85.0
10.	161/162	Bombay-Cochin	90.4	90.1
11.	163/164	Bombay-Goa	88.2	90.0
12.	167/168	Delhi-Bombay-Trivandrum	79.4	83.1
13.	169/170	Bombay-Goa	82.0	74.3
14.	171/172	Bombay-Madras	83.3	86.7
15.	173/174	Bombay-Madras	81.9	79.0
16.	175/176	Bombay-Calcutta	81.1	77.0
17.	177/178	Bombay-Delhi	79.0	72.5
18.	179/180	Bombay-Mangalore	85.0	78.5
19.	181/182	Bombay-Delhi	81.4	85.6
20.	183/184	Bombay-Delhi	76.1	81.2
21.	185/186	Bombay-Delhi	82.6	80.4
22.	187/188	Bombay-Delhi	76.7	71.2
23	189/190	Bombay-Vadodara	76.8	84.3
24.	191/192	Bombay-Cochin	88.7	80.1
25.	197/198	Bombay-Calicut	82.1	81.0
26.	229/230	Calcutta-Guwahati	85.6	84.9
27.	263/264	Calcutta-Delhi	82.7	84.0
28.	265/266	Calcutta-Madras	89.0	90.0
29.	271/272	Calcutta-Bangalore	82.0	85.7
30.	273/274	Calcutta-Bombay	85.1	82.3
31.	401/402	Delhi-Calcutta	84.2	85.7
32.	403/404	Delhi-Bangalore	83.0	90.0
33.	405/406	Delhi-Bombay	89.0	92.8
34.	425/426	Delhi-Srinagar	82.7	71.2
35.	427/428	Delhi-Srinagar	73.8	77.6
36.	435/436	Delhi-Lucknow	76.0	68.8
37.	439/440	Delhi-Hyderabad-Madras	77.0	84.7
38.	461/462	Delhi-Ahmedabad	84.6	78.9
39.	505/506	Madras-Bangalore	56.7	76.5
40.	509/510	Madras-Bangalore	83.0	85.0
41.	511/512	Madras-Bangalore	86.3	59.3
42.	513/514	Madras-Bangalore	80.6	41.9
43.	515/516	Bangalore-Hyderabad	75.0	87.2
44.	539/540	Madras-Delhi	81.1	79.2
45.	567/568	Hyderabad-Delhi	57.4	61.5
46.	593/594	Madras-Bombay	58.8	77.8
47.	595/596	Coimbatore-Bombay	83.2	82.2
48.	601/602	Bombay-Bangalore	—	92.4
49.	603/604	Bombay-Ahmedabad	55.7	89.8
50.	605/606	Bombay-Bangalore	78.4	81.4

1	2	3	4	5
51.	IC-607/608	Bombay-Bangalore	—	86.6
52.	613/614	Bombay-Ahmedabad	90.2	78.5
53.	617/618	Bombay-Hyderabad	90.2	78.8
54.	619/620	Bombay-Hyderabad	78.6	76.7
55.	629/630	Bombay-Nagpur	77.8	60.9
56.	663/664	Bombay-Goa	81.2	74.5
57.	669/670	Bombay-Goa	96.4	81.7
58.	671/672	Bombay-Madras	—	83.4
59.	727/728	Calcutta-Guwahati	—	77.4
60.	729/730	Calcutta-Guwahati	—	72.7
61.	765/766	Calcutta-Madras	83.0	76.7
62.	771/772	Calcutta-Bangalore	67.8	55.0
63.	805/806	Delhi-Bombay	78.2	89.0
64.	807/808	Delhi-Bombay	77.4	92.0
65.	839/840	Delhi-Hyderabad	—	73.9
66.	861/862	Delhi-Ahmedabad	60.8	96.0
67.	889/890	Delhi-Guwahati	68.7	48.0
68.	915/916	Bangalore-Hyderabad	86.4	74.8
69.	917/918	Madras-Hyderabad	73.9	69.8
70.	919/920	Hyderabad-Bombay	—	84.6
71.	927/928	Hyderabad-Bombay	—	69.6
72.	939/940	Madras-Hyderabad	92.4	60.9
73.	597/598	Cochin-Bombay	—	70.5

STATEMENT-II

Capacity utilisation on main routes and services starting from metropolitan cities during 1989-90 by Vayudoot.

S. No.	Route	Seat Factor (%)
1	2	3
1.	Delhi-Ludhiana	60.8
2.	Delhi-Dehradun	62.4
3.	Delhi-Chandigarh-Kulu	60.9
4.	Delhi-Pantnagar	56.2
5.	Delhi-Kanpur-Lucknow	68.9
6.	Delhi-Jaipur-Kota	54.5
7.	Delhi-Chandigarh	71.5
8.	Delhi-Allahabad-Jabalpur	37.8

1	2	3
9.	Delhi-Agra-Khajuraho-Varanasi	75.6
10.	Delhi-Shimla	81.9
11.	*Shimla-Kulu	79.8
12.	Delhi-Jammu-Rajouri	62.8
13.	Bhopal-Guna-Delhi	28.7
14.	*Bhopal-Bilaspur-Raipur-Jagdalpur	60.6
15.	*Bhopal-Jabalpur-Nagpur-Bilaspur-Raipur	41.5
16.	*Bhopal-Indore-Jaipur	43.1
17.	Calcutta-Agartala-Kamalpur-Kailashahar	75.7
18.	Calcutta-Cooch Behar	60.8
19.	Calcutta-Imphal-Dimapur	58.9
20.	Calcutta-Shillong-Guwahati-Silchar	59.8
21.	Calcutta-Jamshedpur-Calcutta-Jamshedpur-Patna	48.9
22.	Calcutta-Guwahati-Jorhat-Lilabari-Dibrugarh-Tezu	58.0
23.	Calcutta-Guwahati-Lilabari-Zero	47.1
24.	Calcutta-Aizwal-Silchar	60.4
25.	Calcutta-Malda	11.3
26.	Calcutta-Dhanbad-Patna-Gaya	24.9
27.	Calcutta-Guwahati-Dibrugarh-Passighat-Along	36.9
28.	Calcutta-Rourkela-Ranchi	25.8
29.	Bombay-Kandla-Bombay-Kandla-Rajkot/Bombay-Kandla Porbander	76.6
30.	Bombay-Porbander-Rajkot-Bombay-Porbander	67.5
31.	Bombay-Keshod	63.2
32.	Bombay-Pune-Indore/Bombay-Indore	55.2
33.	Bombay-Pune-Goa/Bombay-Pune	66.4
34.	Bombay-Aurangabad-Nanded	64.3
35.	Bombay-Kolhapur-Belgaum	77.3
36.	Bombay-Nasik	48.4
37.	Bombay-Ratnagiri	66.8
38.	Bombay-Daman-Surat-Bhavnagar	60.6
39.	Bombay-Indore-Nagpur-Akola	47.2
40.	Bombay-Sholapur-Osmanabad	29.6
41.	Madras-Cochin-Agatti/Madras-Calicut-Cochin-Agatti	41.4
42.	Madras-Coimbatore/Madras-Bangalore-Coimbatore	47.5
43.	Madras-Trichy/Madras-Thanjavur-Trichy	44.5

1	2	3
44.	Madras-Hyderabad	64.3
45.	Madras-Bangalore-Calcutta-Trivandrum	25.9
46.	Madras-Thanjavur-Madurai-Cochin/Madras-Neyvelli-Pondichery	33.2
47.	Madras-Tirupati-Vijayawada-Rajamundry-Vizag	47.6
48.	Hyderabad-Ramagundam	18.5
49.	Hyderabad-Bellary-Bangalore	40.0
50.	Hyderabad-Pune-Goa/Hyderabad-Goa	42.7
51.	Hyderabad-Vijayawada-Rajahmundry-Vizag	61.8
52.	Hyderabad-Vizag-Jeypore-Bhubaneshwar	54.1
53.	Hyderabad-Cuddapah	19.8
54.	Hyderabad-Tirupati	58.1
55.	Hyderabad-Tirupati-Madras	68.6
56.	Hyderabad-Madras	61.0
57.	Hyderabad-Bangalore	35.5

*Not from metropolitan city

STATEMENT-III

Capacity utilisation on main routes and services starting from metropolitan cities during 1990-91 by Vayudoot.

Sl No.	Route	Seat Factor(%)
1	2	3
1.	Calcutta-Aizwal-Silchar	74.3
2.	Calcutta-Ranchi-Rourkela	20.3
3.	Calcutta-Cooch Behar	55.3
4.	Calcutta-Jamshedpur-Patna	37.5
5.	Calcutta-Imphal-Dimapur	52.4
6.	Calcutta-Guwahati-Jorhat-Lilabari-Dibrugarh-Tezu	52.5
7.	Calcutta-Jamshedpur	53.4
8.	Calcutta-Agartala	91.7
9.	Calcutta-Guwahati-Jorhat-Lilabari-Dimapur-Dibrugarh-Tezu	30.3
10.	*Guwahati-Silchar	50.0
11.	Calcutta-Aizwal-Silchar-Guwahati	59.6
12.	Calcutta-Guwahati-Dimapur-Jorhat-Lilabari-Dibrugarh	41.7

1	2	3
13.	Calcutta-Jamshedpur-Ranchi-Patna	43.5
14.	Calcutta-Shillong-Guwahati-Silchar	52.1
15.	Calcutta-Agartala-Kamalpur-Kailashahar	79.2
16.	Calcutta-Agartala-Silchar	81.9
17.	Calcutta-Imphal-Agartala	56.5
18.	Calcutta-Agartala-Shillong-Guwahati	75.5
19.	Calcutta-Agartala-Kamalpur-Silchar	84.8
20.	Madras-Bangalore-Coimbatore	52.0
21.	Madras-Hyderabad	79.5
22.	Madras-Coimbatore-Cochin-Agatti	47.0
23.	Madras-Coimbatore	59.0
24.	Madras-Bangalore-Belgaum	39
25.	Madras-Bangalore	49.9
26	Madras-Bangalore-Trivendrum	47.6
27.	Madras-Trichy	35.4
28.	Madras-Nevelli	26.1
29.	Madras-Pondichery-Bangalore	47.7
30.	Madras-Calicut-Trivandrum	49.2
31	Madras-Navelli-Pondichery	31.0
32.	Madras-Bangalore-Calicut-Trivandrum	61.7
33.	Madras-Cochin-Agatti	55.2
34.	Madras-Bangalore-Calicut-Cochin-Trivandrum	66.9
35.	*Cochin-Agatti	55.2
36.	Madras-Bangalore-Cochin-Agatti	46.8
37.	Madras-Tirupati-Bangalore-Trivandrum	51.6
38.	Madras-Tirupati-Bangalore-Belgaum	51.1
39	Madras-Tirupati-Bangalore-Cochin-Agatti	33.6
40.	Delhi-Jaipur-Kota	46.5
41.	Delhi-Chandigarh-Shimla	67.7
42.	*Shimla-Kulu	71.4
43.	Delhi-Pantnagar	55.7
44.	Delhi-Chandigarh-Ludhiana-Jammu-Rajouri	64.0
45.	Delhi-Dehradun	58.3
46.	Delhi-Bhatinda-Ludhiana	62.6
47.	Delhi-Lucknow-Varanasi	45.7
48.	Delhi-Chandigarh-Kulu	77.4

1	2	3
49.	Delhi-Chandigarh-Gaggal	68.4
50.	Delhi-Ludhiana	63.8
51.	Delhi-Chandigarh	60.5
52.	Delhi-Lucknow-Kanpur	73.9
53.	Delhi-Allahabad-Jabalpur	49.8
54.	Delhi-Allahabad-Varanasi-Jabalpur	50.6
55.	Delhi-Agra-Khajuraho-Varanasi	70.4
56.	Delhi-Udaipur-Surat-Bombay	64.9
57.	Delhi-Jodhpur-Udaipur-Surat-Bombay	55.9
58.	Delhi-Jaipur-Jodhpur	17.0
59.	Delhi-Ludhiana-Chandigarh	63.3
60.	Hyderabad-Aurangabad-Bombay	37.8
61.	Hyderabad-Aurangabad-Pune	47.1
62.	Hyderabad-Madras	71.6
63.	Hyderabad-Tirupati	59.1
64.	Hyderabad-Vijayawada-Tirupati-Madras	69.1
65.	Hyderabad-Bangalore	51.9
66.	Hyderabad-Ballary-Bangalore	75.9
67.	Hyderabad-Rajamundry-Vijayawada	52.8
68.	Hyderabad-Tirupati-Madras	79.1
69.	Hyderabad-Vijayawada-Rajhmundry-Vizag	52.4
70.	Hyderabad-Vijayawada-Tirupati	58.5
71.	Hyderabad-Pune-Bombay	47.0
72.	Hyderabad-Pune	56.0
73.	Hyderabad-Vijayawada-Rajamundry	55.2
74.	Hyderabad-Pune-Goa	62.1
75.	Hyderabad-Goa	52.6
76.	Bhopal-Guna-Delhi	37.5
77.	*Bhopal-Jabalpur-Raipur-Jagdalpur	57.4
78.	*Bhopal-Indore-Jaipur	42.2
79.	*Bhopal-Rewa-Satna-Khajuraho	23.2
80.	*Bhopal-Jabalpur-Bilaspur-Raipur-Nagpur	63.8
81.	Bombay-Kolhapur-Belgaum	72.1
82.	Bombay-Porbander-Keshod	87.6
83.	Bombay-Kandla-Rajkot	82.9

1	2	3
84.	Bombay-Pune-Goa	69.4
85	Bombay-Pune	72.6
86.	Bombay-Porbander	52.2
87.	Bombay-Keshod	62.7
88.	Bombay-Kandla	71.6
89.	Bombay-Belgaum	60.4
90.	Bombay-Pune-Indore	62.0
91.	Bombay-Bhavnagar	61.9
92.	Bombay-Baroda	51.5
93.	Bombay-Surat-Bhavnagar	50.4
94.	Bombay-Daman-Surat-Bhavnagar	63.0
95.	Bombay-Aurangabad-Nanded	58.0
96.	Bombay-Indore-Nagpur	61.5
97.	Bombay-Aurangabad-Akola	47.4
98.	Bombay-Aurangabad	47.8
99.	Bombay-Nasik	30.3
100.	*Guwahati-Silchar-Aizwal	73.0
101.	*Guwahati-Silchar	74.5
102.	*Guwahati-Jorhat-Lilabari	22.4
103.	*Guwahati-Jorhat-Lilabari-Dibrugarn	23.5
104.	*Guwahati-Lilabari	10.6
105.	*Guwahati-Lilabari-Daparizo	10.7
106.	*Guwahati-Dimapur-Jorhat-Lilabari-Dibrugarh-Tezu	27.3

*Not from metropolitan city

Extension of Jaipur-Toda Rai Singh Line Upto Kota

4695. SHRI RAM NARAIN BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Kekdi-Ajmer route has been surveyed for linking Jaipur-Toda Rai Singh metre gauge railway line with Kota: and

(b) if so, when it is proposed to link this railway line to develop indus-

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No. Sir.

(b) Does not arise

Anta Power Project of Rajasthan

4696. SHRI RAM NARAIN BERWA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state: